exclusively to the judiciary as ultimately the public blames the judiciary for all ills and failures of administration of justice though the entire control about availability of judges, supply of administrative component and financial sanction vests in the Government.

The above observation arose out of an appeal filed by a private party for summary disposal of a cheque bouncing case under Section 138 of Negotiable Instrument Act.

Articles 233, 234 and 235 of the Constitution provide ample power to the High Court of the concerned State in matters of administration of subordinate courts such as appointment of district judges, recruitment of persons other than district judges, the control over district courts and courts subordinate to it including posting and promotion and the grant of leave to persons belonging to the judicial service.

In view of the above, no action was considered necessary on the observation of the Delhi High Court and it was noted for future reference only.

Development Project for Ports

2118. MS. PRAMILA BOHIDAR:
SHRI B.J. PANDA:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Prime Minister has unveiled development project for ports;

(b) if so, the details thereof and the outlay involved;

(c) the details of the ports to be developed in Orissa indicating the outlay sanctioned for the purpose; and

(d) whether Government also propose to set up new ports on the East Coast; if so, the details of the ports which would be developed in the State?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) and (b) Yes, Sir. On the occasion of the 56th anniversary of India's Independence, the Hon'ble

Prime Minister has announced the ambitious 'Sagar Mala' programme for rapid capacity expansion and modernization of ports along India's West and East Coasts. According to the announcement, development of Inland Navigation will also be a part of this programme. As a first step, integrated development of Nhava Sheva and Kochi ports, at a cost of Rs. 7500 crores, will begin by March, 2004. Outline of the programme is being worked out. However, an investment of over Rs. 100,000 crores to be financed both from public funds and through private sector is envisaged in the programme.

(c) Paradip Port is the only major port in Orissa under the control of the Central Government. A plan outlay of Rs. 222.70 crores has been approved for development of Paradip Port during the Tenth Plan period (2002-07). Ports other than major ports are under the overall control of the respective State Governments.

(d) The issue of new ports to be set up is being considered as part of the 'Sagar Mala' programme.

Cargo Loading in Port Sector

2119. SHRI S.P.M SYED KHAN:Will the Minister of SHIPPING be pleased to state:

(a) the details of the cargo loading and unloading during the last three years, port-wise; and

(b) the status of the on-going port projects undertaken by the Government of Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) The port-wise cargo handled during the last three years including loaded/unloaded and transshipped cargo is given below:

(In Million tonnes)

Name of the Port	2000-01	2001-02	2002-03
Kolkata	30.00	30.40	35.80
Paradip	19.90	21.13	23.90